AFFAIRS AT THE STATE CAPITAL.

NEW YORK LEGISLATURE.

ALBANY, Feb. 15, 1855.

Mr. MUNROR reported a bill to amend the charter of the Rome and Ogdensburg Railroad.

Mr. Clark reported a bill to prevent railroad companies paying dividends out of their capital. THE PROPIE'S JOINT STOCK NAVIGATION COMPANY.

BROOKS introduced a bill to incorporate the Pec Mr. Brooks introduced a bill to incorporate the People's Joint Stock Navigation Company of New York.

The bill creates Jonathan T. Johnson, Wm. B. Drake, Zames C. Slaght, A. L. Wood, and H. Fitch and others, a body corporate for twenty-five years, for the purpose of building, buying, equipping, furnishing, chartering, and owning vessels, either sailing vessels or propelled by steam or other motive power, and to be run or propelled in navigating the Atlantic or Pacific oceans and elsewhere, together with all incidental powers. The capital stock to be \$300,000, with liberty to increase to one million. When \$50,000 are subscribed, a meeting is to be called, and five directors chosen to manage the concerns of the corporation for one year. Operations may be commenced when \$50,000 is subscribed, and \$10,000 actually paid in. The obligations and powers are added to the bill.

Also one to prevent prize fighting.

Also one to prevent prize fighting. MPORTANT TO PACORPORATED COLLEGES AND RELIGIOUS SOCIETIES.

Mr. WHITNEY introduced a bill to amend the third

the Revised Statutes, so as to read as follows :-

Energy building erected for the use of a college, incorporated academy, or other seminary of learning; every building for public worship, held and controlled by trustees incorporated unler the laws of this State every school house, court hense and jail, and the several lots whereon such buildings are situated, and the furniture belonging to each of them, shall be exempt from faxation.

faxation.

CLAIMS FOR CANAL DAMAGES.

Mr. WILLIAMS, by bill, for the relief of certain citizens of Rochester, who claim damages by reason of the diversion of the waters of the Genesee river.

Mr. SPENCER MOVED PROPERTY.

Mr. SPENCER MOVED & resolution that in the sense of this Senate no proceedings against Trinity Church, by the Attorney General, on the part of the people of this State, except such as were authorized by the law of 1353, are necessary.

State, except such as were authorized by the law of 1853, are necessary.

Mr. W. CLARK opposed the resolution.

Mr. Specces remarked that his resolution only pointed out that the law aiready provides for the proper investigation of the whole subject.

Mr. Caosary thought that resolution, if passed by this body, would be justly considered a very high-handel net by the whole community.

Mr. Yostr considered the resolution a very proper one. He denied that the grant to Trinity Church was a fraud as claimed by the Senator from the Twenty fourth (Mr. W. Clark)

Mr. W. CLARK—It was so pronounced by the English courls.

as claimed by the Senator from the Twenty fourth (Mr. W. Clark.)

Mr. W. Clark.)

Mr. Yoer.—That is not so, and the Senator would find out his mistake by reference to the reports of the Commusioners of the Land Office in 1836. He had viewed this subject more as a legislator than as a lawyer. We had nothing to do with the question whether Lord Cornbury acted wisely or otherwise in making the grant of land to Trinity Church, but that lease having been made, there was nothing in it, nor has anything with regard to it occurred since then, to invalidate the church's title to the land. More than this, all that has been asserted during the long controversy with regard to this property and its immense accumulations, &c., was all moonshine. The surplus revenues of the church were an musil; expended in good works. There was not an Episcopal church in the city or New York but it had assisted, and scarcely an Episcopal church in the State but had been relieved by the outstretched liberal hand of Trinity church. Mr. Yost then quoted from several law books to sustain his position that that church's litle to the lease was criginally legal, and that nothing has since occurred to invalidate it.

Mr. W. Clask conleaded that the Provincial Governomever had a right to make the lease. The lease was given without the consent of the home government, and still more, that government annulled the law granting the lease, yet was it still held; but how could it be other than by fraud? The only right that the church has to the property, in his judgment, arose from the delay of the State of New York to act in the premises.

Mr Brooks contended that the title of Trinity Church to this property was good and valid, and had been recognized as such by various acts of the Legislatur: He sho maintained that he provincial law granting the same was legal and valid in every point of view, and that whenever it came before our State officers or the Ceurts of this State, it was a lawyas so recognized. He thought it strange that this Legislaturawas found

(Mr. W. Clark), he felt competied to characterize tustient means a utterly agrarian—a sentiment that was becoming too prevalent in this country, and which will lead us eventually to adopt the views of Fanny Wsight, that all property should be divided equally every three years. We ought certainly to expect this end plot we have a strict conservative as the Senator from the Tweaty-fourth uttering so agrarian a sentiment.

Mr. Crossy remarked that he was surprised that no ment.

Mr. Crossay remarked that he was surprised that nothing had been said on this question to-day, by certain Senstors around the circle; he alluded chiefly to the Senators from the Fourth and Tuhrty-first. The other day, when Babylon was on the floor, those geutismen were the most prominent in debate, and yet to day they are perfectly silent. He thought it a little singular that those particular Senators, who so loudly declaim against the Roman Catholic church, whenever opportantly offers, are still as nice when the discussion turns upon a Protestant church. He (Mr. C.) was opposed to the accumulation of property by churches, but in limiting their amount of property, he would have the principle extended to the Dutch church, the Episcopalian, the Methodist, the Fresbyterian and Baptist, as well as the Catholic church. He would place all on a horizontal line, making no distinction whatever.

Mr. PUTNAM replied that the principle which he advocated with reference to church property, should be applied to all denominations, if it depends on his efforts. He was as stremuously opposed to all distinctions in the premises, as the Senator from the Eleventh possibly could be.

The resolution was then haid on the table.

On motion of Mr. CROSHY, the Senate agreed to meet at 10 A M., on and after Monday next.

Assembly. .

ALBANY, Feb. 15, 1855. REPORTS, ETC.

The annual report of the Managers of the Asylum for the Deaf and Dumb was received.

The bill for the relief of the Gold Hill Mining Company

The annual report of the Managers of the Asylum for the Deaf and Dumb was received.

The bill for the relief of the Gold Hill Mining Company was referred, to be reported complete.

Mr. SIGVYMBANT presented, on notice, a bill to enlarge the jurisdiction of the Courts of General and Special Sessions of the Peace in the city and county of New York. Its provisions are as follows:—

Section I. The Court of General Sessions of the Peace, in and for the city and county of New York, shall have power to hear, determine and punish, according to law, all crimes and misdemeanors whatsoever, including crimes punishble with death, or imprisonment in the State prison for life.

Sec. 2. All the provisions of law whatsoever, now existing, relating to Courts of Oyer and Teominer, and regarding trials of indictments for capital offences and for offence punishble by imprisonment in the State prison for life, and regarding sintences thereupon, and writs of error, bills of exceptions, cectioraries and writs of habeas corpus arising upon trials of such indictments, are hereby applied to the said Court of General Sessions of the Peace in and for the city and county of New York.

Sec. 3. Every conviction for a capital offence, or for one punishble, as a chimina punishment by imprisonment in State prison for life, shall be brought before the Supreme Court and Court of Appeals, from the courts of Oyer and Terminer of this State, or from the said Court of General Sessions of the Peace in and for the city and county of New York, by a writ of error with story of proceedings, as a matter of right; and the appellate court shall not be bound to regard any error in the law, as pronounced in the court below, if the said appellate court shall be satisfied that the jury ought to have found verdict as they shall juve found. And the said appellate court shall be actived and for the city and county of New York, in the said appellate court shall be actived and pound of the section.

Sec. 4. The Court of General Sessions of the Peace in and for the cit

ridge was reported. Mr. Manuum in ought in a bill to provide for compon-

sation to persons whose property may be destroyed or injured by a riot or mob.

The fellowing select committee on the Women's Rights petitions was announced.—Mears. Richerson, Aikin, Lourie, Rider, Masten, Baker, J. Bennett, Wells, and Stanton.

On motion of Mr. Mundy, the bill for the risisf of Licut. Thomas W. Sweeney, of the New York Volun-

AFTERNOON SESSION

AFFERNOON SESSION.
THE PROHIBITORY LIQUOR LAW.
The temperance bill was discussed in the afternoon seasion. Mr. Weed, of Erie, moved to recommit the bill with instructions to the committee to report a new bill which he presented. The new bill prohibits the sale of liquor to be drank on the premises, and the sale by retail of lots under five galloms. It found favor in the House, and the motion appeared likely to prevati; but the motion to adjourn was carried pending the vote.

Appointments by the Governor, BY AND WITH THE ADVICE AND CONSENT OF THE NOTARIES PUBLIC.—Kings—John C. Smith and George Field, Brooklyn. New York—James Thompson and John Anderson.

Letter from Mr. Orrin Robinson of the As-

Anderson.

Letter from Mr. Orrin Robinson of the Assembly.

Albany, Feb. 13, 1865.

TO THE EDITOR OF THE NEW YORK HERALD.

Among others, my name has appeared conspicuous in your paper as one who has been guilty of some unpardonable political sin in voting for Wm. H. Seward for United States Senator; but for all that, I did not deem it necessary to rise to a question of privilege, and I only notice it now, from the fact that in your paper of yesterday it was again posted; and upon the authority of some scribler in Elmira, I am represented as having been pledged to support the American party. Without stopping to affirm or disclaim the truth of your information, permit me to say I ever have, do now, and trust I ever shall, support an American party; and so far as I know, I have not transgressed any rule or obligation of the American party—and, General Jackson like, I claim the right to construe these matters as I understand them.

To support the party would, I suppose, be to support their nominations. Now, the so called "American party" made no nominations, but on the contrary openly declared their intention to prevent an election; and thus by banding together, virtually nullify the law and the constitution. I therefore had presented to ms the alternative to vote for W. H. Seward, (envisible position,) or be justly chargable with nullification, (a deeper and darker stigms than "trautor" or 'perjuer," as used in this connection,) and whoever knows me need not be told which I should choose.

In conclusion, I would commend to your Elmira informant the attentive perusal and study of your very excellent article in the HerralD of yesterday, entitled, "The Know Nothings and their Drawbacks—Their Prospects and their Policy."

J. G. BENNETT, Esq. ORRIN ROSINSON.

J. G. BENNETT, Esq. ORKIN ROSINSON.

Card of F. A. Tallmadge.

Hon. F. A. Tallmadge has published the following in the Albany papers:—

Hoo. F. A. Tailmadge has published the following in the Albany papers:—

FEBRUARY 10, 1855.

I perceive by the report of proceedings in the Senate of New York, in your paper of ast evening, Mr. Dickinson is reported to have said that Gov. Seward withdrew the nomination of Hiram Kenshum from the office of Judge of Supreme Court, to which he had been nominated, from representations made to him by Gov. Root, Mr. Dickinson and myself.

My friend, Mr. Dickinson, must be in error in regard to myself, as the nomination was made to the Senate in April 1841, and my term of office as Senator expired on the first of January, 1841.

At the time of presenting the nomination of Mr. Ketchum I was not a member of the Senate, and could not, therefore, have advised the withdrawal of his name. I may be permitted to add, that an acquaistance with Mr. Ketchum, in both his private and professional character, for more than thirty years, has inspired I me the greatest regard for his private worth, and the highest respect for his elevased professional position. Respectfully yours,

Progress of the Municipal Revolution.
THE MAYOR AND THE GRAND JURY-SWINE IN THE
TWENTY SECOND WARD-OSCENE PUBLICATIONS-

COMPLAINT BOOK, ETC. Among the visiters at the Mayor's office were the Grand Jury of New York, who called upon Mr. Wood to testify to him in person their appreciation of the course he had pursued since he entered upon the duties of his office, and to express their willingness to co-operate with him in the enforcement of the laws, and of those in particular that relate to the observance of the Sabbath. A resolution was read by the foreman, Mr. James W.

A resolution was read by the foreman, Mr. James W. Harper, of a complimentary character to the Mayor, to which he responded substantially as follows:—

MR. FOREMAN AND GENTLEMEN OF THE GRAND JURY—For the honor which you have conferred on me, both by your visit and the resolution just read, I sincerely thank you. It is cause of much pleasure to me to know that my exertions so far have received the approbation of so important a body as the Grand Jury of New York. It is my determination to enforce the laws to their fullest extent, and to render our city as distinguished for its observance of law and order as it hitherto has been for their abuse. Should I, however prove negligeat in the fulfillment of my duties, it is my earnest wish that you should notify me thereof.

THE MAYOR AND PAUPER IMMIGRANTS. The Mayor has certainly no sinecure. He is daily in undated with parties seeking for interviews on all ques-tions relating to the city government. Yesterlay Mr. ions relating to the city government. Yesterlay Mr. Schmidt, a gentleman extensively engaged in the shipping interest, called on the Mayor respecting his late action with regard to the Belglan paupers, when a conversation ensued in which the chief mag.strate expressed his determination to use all the power vested in m to prevent the landing of immigrant paupers:

Mr. SCHMIDT asked his Honor what was this definition of a pauper?

The MAYOR said he thought Mr. Schmidt could as well define what a pauper was as be.

Mr. SCHMIDT wished to know if an able bodied man, landing with \$20 in his pocket, would be considered a pauper.

landing with \$20 in his pocket, would be considered a pauper?

The MAYOR said that it depended altogether on the circumstances under which he arrived here. It means were provided him by any government, merely to come here, he should be considered as a pauper and sent back to the place from whence he came. Too many paupers arrived here, particularly the Dutch, and, said the Mayor, "I tell you, Mr. Schmidt, if it be necessary to call out the forces within the power of the city government of the one of the city government to the one of the city government to the harbor with pauper and criminal emigrants, I shall do no."

do so."

Judge Mecch, of Jefferson market, also called on the
Mayor yesterday, and stated that he had been obliged to
dismiss several complaints made by the authorities
against parties for the violation of city ordinances, in consequence of the want of identification. These dismissals
of complaints (nearly one hundred in two weeks) entail
an expense to the government of about \$300 in costs.

THE SWINE NUISANCE. THE SWINE NUISANCE.

The police captain of the Twenty second ward, in a report to the Mayor upon this subject, states that the number of hegs in his district alone is 3,471; but he also gives the gratifying intelligence that the bounded of the state of the policy stablishments, or, as he calls them, "the awful boilers," have been removed. As the law allows only three or four pigs to the owner or occupant of each lot, the Mayor is determined to keep them strictly within its limits.

THE MAYOR AND THE GAS COMPANY. The President and some of the Directors of the Man-nattan Gas Cowpany called upon the Mayor yesterday hattan Gas Company called upon the Mayor yesterday, in reference to the complaints which had been made against them for the neglect of their employés in lighting the lamps. They alleged, as a reason for this, that the severe frost had alfected the pipes so that it was impossible to light the lamps in many of the streets. To this the Mayor replied that they were obliged by the terms of their contract to have the whole city lit at night, and that as they must have been aware of this difficulty they should have taken massures to provide against it.

ABBEST FOR SELLING OBSCENE BOOKS. John Atcheren a bookseiler, doing business at No. 7 Nassau street, was arrested yesterday, on a charge of selling obscene books. Officer Jackson, of the Second selling obscene books. Officer Jackson, of the Second ward, by whom the street-mas made, took him before the Mayor, who transferred the case over to Justice Oaberne. The officer on searching the store, found a large number of books of the most humoral character. As the trade in such works is extensively carried on in this city, we trust that the commendable exertions of the Mayor for its suppression will be attended with complete success. The venders of these publications beset people going on board of steamboats, railroad care, and even at the entrance to the treatres, and until Mr. Wood took them in hand, they have carried on their business with perfect impunity.

them in hand, they have carried on their business with perfect impunity.

The following affidavit in the case of Atcheson was taken by Justice O-borne;

James Tivner, of No. 68 Centre street, being duly sworn, said—That he purchased the book now here, called "The Mysteries of Venus, or the Amstory Life and Adventures of Miss Kitty Pry," of John Atcheson, at his place of business, in the hazement of house No. 76 Nassau street, and believes that the sale and circulation of such books have a demoralizing tendency, as they are of a highly immodest character.

THE MAYOR'S EGOK.

of a highly immodest character

THE MAYOR'S EDOK.

That the Eighth avenue cars are not in the habit of stepping to let passengers is and out, thereby obliging the riding public to run and jump, to the great danger of life and limb.

That the practice of racing horses every day (Sundays not excepted) is an intolerable nuisance, and should be abated.

not excepted) is an intolerable nuisance, and should be abated.

Hugh D. Smith, of 238 East Eighteenth street, complains that his cellar, containing his coal and cohe, is decided, by reason of the occupants of house Nos, 140 and 142 not cleaning the charnel in irout of their doors, as others have done.

Jomes Amery, of 154 Mott street complains that the tenants of the iront and cear buildings 156 Mott street empty all their slops, swill, &c., into the passage way, causing the stuff thus collected to run into his basements, rendering them uninhabitable.

That the street corner of Forty-fourth street and Tenth avenue is in a dangerous condition, caused by the sewer running through Forty fourth street, from Tenth avenue to the Hudson river, and that there are neither guards or lights for the protection of vehicles or foot passars.

or lights for the protection of vehicles or foot passengers.

Baniel F. Hill, 40 First street, complains of the number of large signs projecting over the sidewalks in First street, from the Bowery to First avenue, endangering the lives of pedestrians.

Will not the Mayor (says another complainant) listen to the ories of the many who have implored a clearing of anow and ice on the sidewalks around Stuyresant park and Union park? The Commissioner of Streets and Lamps has been notified. Why don't the officer attend to his duty

SEVERAL PIREMEN SERIOURLY INJURED—UPWARDS OF THIRE THOURAND BARRELS OF PLOUR CONSUMED— TOTAL LOSS ESTIMATED AT \$60,000.

TOTAL LOSS ESTIMATED AT \$60,000.

Yesterday morning, shortly before five o'clock, a frewas discovered in the four story store 78 Pearl street, occupied by William H. Newman & Co., commission merchants. The building was principally filled with flour and cotion. When the doors were broken open, Lieut. Dalton rushed in and saved all the books and papers he could find in the office, but in so doing he became almost suffocated by smoke. The firemen soon came, and the foreman of Engine Company No. 42, Mr. John J. Bloomfield, with two or three of his men, entered the building, but so dense was the smoke that soon after they were taken out, insensible from suffocation, and conveyed to the police station. They were ultimately partially restored and sent home to their residences. The fire continued to burn furfoculty, not withstanding the they were taken out, insensible from suffocation, and conveyed to the'police station. They were ultimately partially restored and sent home to their residences. The fire continued to burn furiously, notwithstanding the exertions of the firemen, until it extended to the store of John P. Kellogg & Co., importers, 44 Water street. The contents of this store were considerably damaged The total loss will probably amount to \$50,000, covered by insurance. During the fire a member of Hook and Ladder Co. No. 11, named Frederick Nodins, came very near losing his life. It seems he was on the reof of a five story building with axe in hand, passing from one building to another—the smoke was very thick at the time and Assistant Engineer Cregier had just passed over—and in the hurry Mr. Nodine did not notice the opening between the buildings, stepped off, and down he went four stories, falling on a skylight; but lucklif the skylight was covered with anow, which saved his life. He was soon extricated from his perilous position, with no bones broken, but he received a very severe shock. When he came to the station house he said he had a full recollection of his position during the instant he was falling, and wondered what he was going to fall upon. He still retained possession of the axe until he found himself on the snow. He says he did not think his time had come yet. A young man named Matthew Ellis, of 50 hose, while running to the fire, fall at the corner of Wall and Water streets, and the wheel of the carriage passing over his leg injured him badly, but did not fracture the bone. The adjoining stores were damaged somewhat by water. Insurance on the stock of Wm. H. Newman & Co.:—Union, N. Y., \$5,000, Corn Exchange \$12,000, Maninattas \$5,000, New Amsterdam \$10,000, and Niagars \$10,000 in all \$42,000. The stock consisted of \$0,500 or 4,000 the leg injured of flour, flo bales of cotton, 60 bales of moss, and 150 boxes of sponge.

The whole of the building was guited and the majority of the property will be a total loss. The sm

American Geographical Society.

This association held a meeting last evening at the University, Rev. Dr. Hawks, President, in the chair. Mr. DISTURNELL gave a sketch of the published reports of the surveys and reconnoissances for the Pacific Rail-

Rev. Dr. Hawks read the paper of the evening, which was a condensation of Lieut. Gibbon's exploration in the valley of the Amason. The Lieutenant commences his explorations at a small town in South Peru, and concludes them at the junction of the rivers Madiera and Amazon. He gives a description of the habits and customs of the Indians in Peru. Their social customs do not seem to aflord anything particularly novel. The mines are chiefly worked by Indians. They prefer, however, to cultivate the soil, and various means are used to seduce the miner. The clucational facilities are very meagre. Geography is only taught in the college at Lima. The Licutenant gives an interesting description of a suspension bridge, 120 feet above the bed of the river. The mules are all afraid of the bridge, and they are forced over it. Cuzco, the ancient capital of Peru, is also described at length. There is a college and a museum to Cuzco. The climate is represented to be delicious. The most favorable feeling was displayed in this place toward the expedition. After leaving the city, he croased the Andes The descent on the castern slope is very difficult. He explored the Madre de Dios river, and it is his opinion that, if navigable for steamboats, it forms the highway from the Amazon to South Peru. A description of La Far, the commercial capital of Bolivia, is given, and also the process of gathering the bark from which quinne is made. Any one can gather it, but the sale is monopolized by a company. From La Pax the Lieutenant estimates that by these rivers cargoes of goods may be brought to Peru from North America in half the time now occupied by the double ocean route round Cape Horn.

Mr. Burnt moved that the thanks of the Society be presented to the the author of the paper read, and that

Horn.
Mr. Blunt moved that the thanks of the Society be presented to the the author of the paper read, and that a copy be requested for preservation in the archives. Adopted.
The Society then adjourned.

City Intelligence.
ARREST OF A SAILOR CHARGED WITH HOMICIDE.

Yesterday morning Lieut. Snodgrass, of the Second ward police, arrested the sailor, who, it is alleged, threw ward police, arrested the sailor, who, it is alleged, threw overboard an unknown seaman in the harbor, some mooths ago, drowning him. The prisoner was taken to the United States Marshal's office for examination. He formerly sailed in the ship Yorkshire, and he is also charge! with having committed mutiny while on board this vessel. The body of the seaman that was drowned has never been recovered, although search was made for it. The manner in which it is alleged the prisoner caused the death of the deceased was by precipitating him from a platform, hanging outside the bulwarks of the abig, and on which the deceased was scraping the sides of the vessel. The prisoner, it is said, had quarrelled of the vessel. The prisoner, it is said, had quarrelled with the unfortunate man, and without any provocation unboosed the tackle that suspecined the pistform, and threw the deceased into the water, into which he in a few seconds sank to rise no more.

SCALDED TO DEATH.—Some two or three-days ago a fight

took place at the house 34 Green street, between two men, occupants of the house, when a woman named Mrs. Alery came between the belligerent parties to pacify them. She received a blow-whether accidental or not, them. She received a blew—whether accidental or not, has not yet been ascertained—but in consequence of which the woman fell against the store upsetting a kettle of boiling water, and producing such severe scattle that she died yesterday. The doctor who attends the deceased gave a certificate for burial purposes, which has been stopped by the City Inspector, who informed the Coroners of the matter. Coroner Hitton will therefore fully investigate it to day, when it will be seen who are the parties blameable in the affair.

RUNGIED ROBERTIES IN WALL STREAT,—In was runored.

RUMORED ROBERHES IN WALL STREAT,—In was rumored on 'Change yesterday, that one of the clerks of the Bank of the Commonwealth, while returning from the Clearing House to the bank with a certificate for \$18,000, had his pooket picked, and the check stolen; also, that the gold boxes on the Nicaragua route had been broken into and \$40,000 worth of gold dust abstracted, the boxes being filled with iron or other heavy metal. The robbery was not discovered until the arrival of the steemship on which the boxes were transperted, at New York. The rogues have not as yet been apprehended.

The MURRAY ASSOCIATION BALL—The Murray Association, composed principally of the members of Engine Company No. 42, Reld their annual invitation ball, at Niblo's calcon, on Wednesday night. The saloon on this occasion was, notwithstanding the severity of the weather, filled with a large and fashionable attendancs, comprising the beauty and citic of the city. For elegance and splendor this gathering was second to none given this scason. The lovers of the Terpsichorean art whirled around in the mazes of the gidly waltz until near daybreak, when the party, numbering about eight hundred persons, separated, all of whom will no doubt look upon the occasion of the Murray hop as one of the most pleasing recollections of the whiter fretivities. The music engaged by the committee of a rangements was as excellent in every respect as all the other preparations made for the pleasure and enjoyment of the invited guests.

The City in the Dark—The police captains report

made for the pleasure and enjoyment of the invited guests.

The City in the Dark — The police captains report their several wards to be without light for some nights past. It appears the water is still frozen in the meters, and the few lamps that will burn emit a very feeblight. The Gas Company would do well to see to this matter immediately, as the absence of light affords great facilities to burglars and sheplifters to pursue their nefarious calling. By all means give us light.

Narrow Escarr.—While the pilot boat Moses H Grisnell was bearding the ship Ravenswood yesterday, during a heavy gale from E. N. E., the yawi, which had just been got out, was capsized by a heavy sea, and one of the hands, fortunately at the moment the only occupant, was thrown into the sea. By the prompt assist ance of the other hands in immediately launching the remaining yawi, his life was saved, but at the imminent risk of those of his preservers, the sea being very rough. This is but one of the many risks these hardy men are daily exposed to, though sometimes accused by impatient captains of tardiness in supplying the necessary assistance to get into port.

The Throce Literary Institute, which was to have been held

Thropo Literary Institute, which was to have been held last night, at No. 448 Broome street, was postponed on account of the weather, until Monday evening next, when the inauguration of the institute will take place.

Accident on a City Rathroad.—Mr. Charles Mills, re-

ACCIDENT ON A CITY RAILROAD.—Mr. Charles Mills, residing in Forty-ninth street, near Sixth avenue, fell and broke his leg, on Wednesday evening, while attempting to jump on one of the Sixth Avenue Railroad cars. He was conveyed to his residence by the police.

MASS MENTING OF THE SPIRITUALISLS.—A meeting is to be held this evening, in the Broodway Tabernacle, of the believers in the so-called modern miracles. There will, no doubt, be a large attendance to hear the wonderful stories that will be related by the speakers. There is an extra attraction in the fact that no charge will be made for admission.

THE RAIN STORM. .

The Weather and the Dirty Streets-

The Weather and the Dirty Streets—Now York in a Swamp—Detention of the dialls—Aspect of the City.

Broadway resterday presented a most dismal appearance. The late heavy rain had swept the accumulations of ice and snow from the sidewalk into the street, and spots in the pavement that had been cut by the wheels and runners were laid bare, or filled with a solution of water and ice. The horses suffered severely, and dragged their slow length along over the miry and obstructed pavement, alipping and floundering at every step. Sleighs have totally disappeared, and the streets that were wont to be resonant with the ring of merry sleighbells are now still, there not being one now heard in the city. It would be hard to determine which was the most unpile ant operation yesterday—riding or walking. The latter was certainly quite uncomfortable; for, though the sidewalks were cleared of their accumulations of ice and snow, the crossings were in a deplorable condition, and were "death" on anything like clean boots or unsolied appared. But a ride yesterday in any kind of a vehicle was a formidable undertaking, and not to be attempted without a stout heart and strong nerves. The streets being cut up into uneven ridges of hard ice with lakes of miry, muddy slush and water between, the horses kept floundering on their way, while the omnibuses jolted, plunged, heaved, rolled, and did everything that was uncomfortable to their inmates. Nervous old ladies were thrown headlong into the arms of your gentlemen nfortable to their inmates. Nervous old ladies were thrown headlong into the arms of young gentlement on the opposite seats, who did not look at all delighted with their involuntary armsfull; while sundry old fogies went through a series of gymnastic performances, in the way of balancing on their centre of gravity, not at tusing to themselves, whatever it might be to others.

Much was done during the day to keep the gutters

clear and unobstructed. A small army of laborers was employed, who, with pickare and shovel, were working away until a late hour in the afternoon, clearing away the obstructions. Those who have never been in Caliance of the "diggings" in the rainy season, had an ex cellent opportunity of seeing a miniature representation of one of them yesterday in the scene Broadway presented.

By order of the Commissioners of Streets and Lamps

the tracks of many of the railroads running through the city, from which they had just been removed. This was done on account of the railroad companies not having taken away the snow and ice as they should

have done. Mayor Wood's recommendation that all the city railroads should be compelled to keep the streets through which they run cleared of all obstructions, should certainly be adopted. The habit they now have of packing the ice, snow and dirt along the edge of the track and in the gutters, cannot be too severely repro-bated; for, wherever this is done, it causes no little trouble both to pedestrians and to carriages, and seriously incommodes all kinds of travel. Perhaps the very worst crossing in the city is at the confluence of Chambers street, Hudson street and West Broadway, where any number of tracks concentrate. This place is one mass of almost impassable filth, and reflects anything but or edi on the companies that leave it in such an outrageous condition. The storm of Wednesday caused no little difficulty to the trains leaving and coming into the city. The warm rain beating impetuously on the locand snow along the roads soon flooded the tracks, and in many places the wheels of the cars were two-thirds of their depth in water. On the Hudson River Railroad track, just below Manhattanville, the water was report

ed to be four feet deep.

The 5 o'clock express train from Albany, which was due here at 1 o'clock yesterday morning, did not arrive until 5, an accident having occurred to the engine. This was near Sing Sing. The Harlem trains were also de-tained, and arrived behind time. On the New Haven road an accident happened, a few miles below New Haroad an accident happened, a few miles below New Ha-ven, at a place named Whitehaven, which threatened at one time to result most seriously. The rain storm, which was raging violently, beat away the sand from beneath the track, and left it without any support. Fortunately the train was running slowly, and the daugerous condi-tion of the road ascertained before arriving at the spot. The engine was immediately backed, and measures taken to repair the track. The train was detained three hours, and did not arrive at the depot before 12 o'clock yester

day. There was no stoppage on the Erie railroad, though the track was flooled in many places. The extraordinary weather we have had istely has set the philosophers speculating as to its cause. Among the hypotheses advanced, is one to the effect that it is due to the presence of two spots of immense size on the sun's surface. These spots are surrounded by a penumbra of great distinctness and regularity of figure, being very nearly circular. To those who believe there is a connection between the state of the sun's disc and the temperature of our planet, the speculation is an inter-

esting one, and merits investigation. Where's Merriam? Yesterday was a dismal, dreary day throughout. It was damp, wet and sloppy. Towards evening a fine rain set it, which continued up to a late hour in the night. The air was filled with sharp watery particles which penetrated every article of clothing, and almost cut the face on touching it as with acid. The streets are covered with a thin paste of mud. A good heavy rain is now all we want to wash the streets properly, and make them what they should be in point of cleanliness.

we want to wash the streets properly, and make them what they should be in point of cleanliness.

FRESHETS IN PENNSYLVANIA.

(From the Balletin, Peb. 15.]

Yesterday great apprehensions were felt for the result of the impending freshet on the Echuylkill. The immense quantities of ice upon the river, the great depth of snow on the mountains, the mild atmosphere and the prevailing rain, conspired to render the river more menacing than it has been for many years. Mayor Conrad yesterday consulted with Mr. Graeff, chief engineer at the Fairmount Water Works, and visited many of the threatened points on the river, but it was deemed impossible to do any thing to prevent the mischief likely to result from the coming down of the great musses of loc above Fairmount.

The owners of factories at Manayunk, and other points along the river, were under great apprehensions, and it was even feared that serious damage would be done the works at Fairmount. The only serious damage we have heard reported is the breaking of a dam across a stream opposite Manayunk, which caused the food in its descent to sweep off the sheds belonging to the Ashland dye works and a large quantity of the dye wood; two small dwelling houses were also carried away by the force of the zater. The Ashland works belong to Mr. Samuel Grant, Jr., of this city, and were erected during last year. The dwellings belonged to Mr. Schodeld, and were tenasted. These were carried away with their contexts. At the tire of the occurrence, the members of the family were out of the premised.

The railroad bridge on Naaman's Creek was swept away yesterday, and the tumpike bridge had to be used to make the connection.

The Columbia railroad was completely under water this morning in many places where the road was exposed to the melting snow from the hills. It was thought to day that the greatest danger had passed. The ice is completely broken up, and it was coming down the stream in great quantities, with the descending torrents of water. There was about six feet of water upo

this morning, it will overflow the wharves at that time.

[From the Newark Mercury, Feb. 15.]

The rain yesterday came pouring down, sometimes in torrents, and of course making a finish of the sleighing. If the rain is as abundant in the country as here, there is reason to apprehend freshets and floods, which may do great damage to property. In this city we do not hear of any material injury, though the walks in some places were entirely overflowed, owing to the lee in the gutters. The practicability and entire efficiency of the sewers, we think, were clearly demonstrated, as we continued in the summer of a single instance where they have failed to perform all that was expected of them. Up to midnight the storm continued, without any prospect of its abatement.

midnight the storm continued, without any prospect of its abatement.

[From the Providence Journal, Feb. 16.]
It commenced raining gesterday afternoon, and as the evening came on, increased to a storm. We shall expect to hear of serious freshets.

The Pipmonth Rock suffered considerably in her trip to New York and back. Some of her floats were broken. The Vanderbilt started yesterday morning, and cut her way as far as Throgg's Neck, where she found the ice so thick that she was obliged to return. We learn from a mercantile friend that the Commodore, which left Stonington on Tuesday evening, had not arrived at 2 o'clock yesterday afternoon. The weather of last evening probably broke up the ice.

[From the Roston Times, Feb. 16.]
The melting mood in which the weather indulged yesterday had a bad effect upon the sleighing, and the streets are in a rather rough condi ion, making a riderather uncomfortable, though perhaps healthy and good for the dyspepsia.

TELEGRAPHIC.

PELEGRAPHIC.

THE STORM IN PENNSTLVANIA.
PHILADELPHIA, Feb. 15, 1855.
No material damage from freshets on the Schupikil

and Lebigh rivers has been sustained. The canals are uninjured. The ice in the Delaware has broken up and is floating off. At Harrisburg, the Susquehaups remains ice bound

CONTINUED INTERRUPTIONS OF THE BAILBOADS AT

The snew storm of yesterday has again blocked up the Illinois Central, the Chicago and Mississippi, and the Galena railroads. The Galena is in a worse condition than before. One train was nearly all day in getting

to the city limits. The weather is quite moderate with the appearance

The weather here to-day, has been moderately cold.

There has been a slight fall of snow to-day.

The weather is quite cold. It is now freezing and snow-ing.

ing.

Cixvelland, Feb. 15—9 P. M.

The weather is growing colder here, but it is still moderate. A light snow has been falling since dark.

Sandurky, Feb. 15—9 P. M.

The thermometer now stands at 28 degrees above sero. Wind northwest. Weather cold and snewing lightly.

CINCINNATI, Feb. 15, 1855.

River rising, but full of ice. No arrivals or departure yet. Weather turning cold again. Business dulf.

VESSEL SUNK BY ICE IN THE RIVER, AND LOSS OF TWO OF

VERREL SUNK BY ICE IN THE RIVER, AND LOSS OF TWO OF THE CERW.—The brig Rush (of Pertland), Capt. Howe, which arrived 14th from Cardenas, while lying in the river yesterday, was struck about one o'clock by a large field of ice on her bow, cutting it through, and causing field of ice on her bow, cutting it through, and causing her to sink immediately. The captain, first and second mates, and steward, succeeded in getting into the boat, without clothing, except their shirt and drawers—the first mate being compelled to jump from the mainboom into the boat. Two others of the crew were seen by those in the boat on the topmasts, but there being so much ice, and the tide so strong, and being without cars, they were unable to reach the vessel. It is supposed they were subsequently taken off. Two others. posed they were subsequently taken off. Two others of the crew (foreigners) who were below, were lost. The the crew (foreigners) who were below, were lost. The boat containing the four above mentioned then made for Robbin's Reef lighthouse, and after tearing up the seats, which they used as paddles, succeeded in getting there in an exhausted state, where they were treated with the utmost hospitality by Capt Clark, the lightkeeper and his assistant, who supplied them with clothing, &c., and brought them to the city yesterday morning. The Rush was laden with molasses, consigned to Spofford, Tileston & Co., which will be a total loss. The vessel was consigned to Russell & Vintog.

Loss of THE BARK VICTORY AND SEVEN OF HER CREW—
The following letter from the American Consul at Ri-

The following letter from the American Consul at St-Johns, P. R., received by Messrs. Travers & Spaulding, at St. Thomas, gives the particulars of the loss of the bark

Johns, F. R., received by measure. Travers at Spanding, at St. Thomas, gives the particulars of the loss of the bark Victory on her voyage from this city to St. Thomas:

St. Johns, Porro Rico, Jan. 14, 1855.

The British brig New Ers, Captain Green, of and from St. Johns, Newfoundland, that had to slip her cables and leave Arecibo in the late norther, put in here last evening, having on beard Captain Wm. Mason and four reamen, who belonged to the late American bark Victory, of New York, picked up in a small boat on the evening of the 8th instant, about twenty miles north of Arecibo. The Victory was loaded with an assorted eargo, bound from New York to your port, (St. Thomas.) on the 6th instant, about 150 miles northeast of the east end of Porto Rico, the bark having ave feet water in the hold, and gaining fast, the captain was obliged to abandon her, when he and the four men saved took the small boat and put off.

The mate, John Scott, supercargo, Joseph Fratas, and six seamen, took the long boat, which was struck by a sea and all in her perished—those in the small boat seeing them and hearing their cries, without being able to render them any assistance. The parties saved had to throw everything out of the boat in order to lighten her and keep her alicat.

A letter received by Killwood Walter, Esq., announces that Captain Mason and the four seamen arrived at Havana 5th instant.

vana 5th instant.

The Victory was loaded with an assorted cargo, principally arms and amountion, valued at about \$80,000, said to be fully covered by insurance. The vessel was built at Newcastle, Me., in 1846, 297 tons register, and ranked A 2½. She was insured for \$10,000, and for \$5,000 on freight money.

THE LIBELLING OF THE STEAMSHIP PACIFIC.—The smug-

gling for which this vessel was libelled, some time back, was committed by the second officer of the vessel, and not by the steward, as incorrectly stated three days

ago.

The Officers of Ship Medford, —We learn that Captain Ropes and the first officer of ship Medford, who were wounded by a refractory seaman, were doing well at the time the ship was going into Cape Town, Cape of Good Hope, and that the occasion of her stopping there was to obtain medical advice for the second officer.—Boston Advertiser.

Personal Intelligence.

Personal Intelligence.

DRPARTURES.

At the St. Nicholas Hotel—Ex-Governor Hunt and family Lockport: Erastus Corning, Esq., Albany; Doan Richmond, Esq., Buñale; J. H. Chocdell, Auburn; Hon. F. Brinley, Boston: Geo. H. McCollon, Hilmois; R. Hart, Rochester; John Crouse, Syracuse; H. Ton Eyck, Casanovia; P. Kibber, Detroit; J. Brander, Sacramonto City; Geo. Tibblits, Troy; H. Gilbert, Pennsyrania; John Frein, Alband, Grove B. Gilbert, Pennsyrania; John Stone, Alband, George B. Gutter, Pennsyrania; John Boston: S. Woodstook, do.; H. R. Beanett, Penn Yan; C. G. Lee, Rochester.

For Liverpool, in steamship Africa, from Boston—Mesure B. F. Smith, — Weidman, Mrs Sayles and Miss Sayles, Mr W. Moder. — Desmarce, N. B. Clapp. I. McGlure, A. Cactwright, W. G. C. Chee, Rochester.

E. C. Emerson, of Brookline, hearer of daspended between done done done of the control of the co From Sierra Leone, in bark Hermitage-E D Taylor, of Mobile; C J Bernes, Matanzas; Chas Munn, Baltimore.

MARITIME INTELLIGENCE.

All packages and letters intended for the New York

Port of New York, February 15, 1855.

CLEARED. Steamship Nashville, Berry, Charleston, Spofford, Tiles Steamanip Nashville, Berry, Charleston, Spofford, Thes-lon & Co.
Ship Peter Hattrick, Bourns, Antwerp, A Nottebohm.
Ship Flying Cloud, Cressy, San Francisco, Grinnell, Min-tura & Co.
Ship S Willetts, Spicer, San Francisco, Suttou & Co.
Ship Antoinette, McCormiel, New Orleans, Eagle & Ha-

And Andreast Action of the Sime & Haffer.
Ship Scrowell, Burgess, Savannab, Snow & Burgess.
Bark Ann Harley (Br.), Kerr, London, E. S. Innes.
Birk Ann Harley (Br.), Kerr, London, E. S. Innes.
Birk Adelphi, Gorbann, Laguayra, Win Ingalla.
Birg L. D. Horton (Br.), Smith, Bermuds, W. A. F. Daven.
ect.

ert.
Schr S Rebow (Br.), Smith, St Michaels, E L Laberedge.
Schr Slean, Hawley, Rio Jameiro, W A Sale, Jr.
Schr Heies, Long, Philadelphia, Jas Hand & Co.
Schr J W, Faulklin, Boston, Dayton & Sprague.
Schr Chesspeake, Spofford, Portland, S W Lewis.

Schr Heilen, Long, Philadelphia, Jas Hand & Co.
Schr J W., Faulklin, Boston, Dayton & Spragne.
Schr Chesapeake, Spoford, Portland, S W Lewis.
Schr Chesapeake, Spoford, Portland, S W Lewis.
Schr Chesapeake, Spoford, Portland, S W Lewis.
Ship Union (of Baltimore), Nichols (late Buxton, dead), Shanghae, 34 days, and sid from Woosing, Nov'll, with teas and silks, to Wilmerdings & Mount. In China Son came up with and passed Br elippar bark Spirit of the Ags, from Snaughae for London, Nov 25, in the Straits of Sunda, spoke ship John Jay, of New Bedford, from Manila for New York; eane day, spoke bark Elina Ann, of Salem, from Singapore to the Straits of School 19 D E. spoke whall not shall be supported bark Smyrror. One 25. 1845 S. (on 19 D E. spoke whall not shall be supported bark Smyrror. One 25. 1845 S. (on 19 D E. spoke whall not shall be supported bark Smyrror. One 25. 1845 S. (on 19 D E. spoke whall not shall be supported bark Smyrror. One 25. 1845 S. (on 19 D E. spoke whall not shall be supported bark Smyrror. One 25. 1845 S. (on 19 D E. spoke whall not shall be supported bark Smyrror. One 25. 1845 S. (on 19 D E. spoke whall not shall be supported bark Smyrror. One 25. 1845 S. (on 19 D E. spoke whall not shall be shall be supported by the shall be shall be supported by the shall be shal

Schr Jenny Lind. Noiten, from East Machias for New York a frozen up at Baraegat. Memoranda.

Sehr Amands, of Newport, 70 tons, six years old, has been brehased by parties in Lincolaville, Me, for \$1,000. Missing Vyssen. —Fores in cuteriained conserning the safety of the ship Science (of Boston), which sailed from Hong Kong on the 30th May, for San Francisco. She was to call at Honolula, but at last accounts she had not reached that port. The S had on board a number of Chinese passengers and a gene-al cargo.

Herald Marine Correspondence.
PHILADELPHIA, Feb 15, 4 PM—Cld steamer M Sanford,
Sanford, New York.

Sanford, New York.

Diseasers.

27 For loss of bark Victory and seven of her crew; the sinking of brig Rush, and loss of two of her crew, and other diseasers, see general new columns.

Stramms Boutnemann, before reported wreshed at Cape Plattery, went ashore 20 miles from Cape Classes. All the

songers, a part of the treasure and mails were saved. The Surp Spirit of the Times, below Baltimore, is stated by Baltimore pilot to be most certainly aground on Hockste's oint, in 18 feet water: she has been supplied with provi-ions and water by the tow boats Heccules and Tiger. Surp Frank Piritor, at Boston from Liverpool, had savy weather the whole passage: split foretopsall, sprung naintopsail yard, lost bulwarks, &c.

NEW BARK EVADNE, of and at Boston from Robbinston Me, while at anohor on Fricay last in a SK gale of Robbins-ton, lost an anchor and chain.

Mo, while at anonor of the property and the grace of Remmaton, lost an anchor and chain.

Base Partheror, Sarage, from Ceatencoalcos for this port, before reported at Havana in distress, was repulsed and releading 7th inst. Would be ready for sea in ten days. [By letter to Billwood Walter, Esq. 1]

Base Guzravez, of Kingston, Mo, before reported lost, are at Turks Islands 5th uit, from Para, in bullast, for a cargo of salt, but finding there was mone to be had, took in additional ballast and old 6th for Beaton. The weather coming on equally, could not get to sea 6th or 7th, and on the 8th a heavy gale sprung up in which she broke adult and was driven round to the north end of Salt Cay, where the went ashers on a reef and became a total loss. BRIG ZAVALLA—Sixty hads molesses had been saved from brig Zavalla, of Bluehill, from Cardenas for Boston, ashor opposite Patchogue, I.I., prior to the late heavy weather; but during the last blow the vassel rolled to such an extent that the greater portion of the cashs on board were store in he hold. The agent of Boston underwriters had contracted with a party to get the brig affect for \$5000.

with a party to get the brig affoat for \$2000.

Sorn C L Allen, Rhodes, from Rockland, Me, bound to Richmond, with fee and sish, want sahers on the 9th inst, about 10 miles south of Cape Henry, where she still gennales. Soun Manson—Part of the earny of this vessel, before reported wronked at Bahia Honda, consisting of the bage office and 11 Ad op piments, has been taken to Havehore the same in the same of the same work, when the whole would be shipped to this port. (By Ister to Ellwood Walter, Est | Soun Imogene, of NYork, at Providence from Mobile, apperience for heavy weather on the passage; the crew as badly frostblitten.

are hadly frostbitten.

Sour James Turnsull, of New York, from Mobile for Clefinegos, with lumber, is stated in a lotter received by Eli-wood Walter, Esq. dated Galveston 3d inst, to have put into that port in a leaky condition.

Several schooners were reen drifting with the ice in Long Island Sound 13th inst, opposite Fort Jofferson.

As unknown schr was in the ice ashore off Hackett's Point, below Baltimore, 13th inst. It is stated that she did not want assistance.

Whalemen. Heard from Nov 21, by letter from Capt Snell, Pacific FH, Si ep, taken in lat 8 20 N, lon 2314.

Ship Judge Shaw, Holmes, from Chincha Islands Nov 1, for Hampton Reads, no date, but prev to Feb S, off Bermuda—by a Bermuda pilotbeat.

A ship with Forbes' rig, stoering NW, 7th, lat 42, lon 59, and was seen again 11th, off Georges

—by a Bermuda pilothoat.

A ahly with Forbes rig, steering NW, 7th, lat 42, lon 59, and was seen again 11th, off Georges

Candenas—Arr Feb 1 selv. Flying Cloud, Chase, Frank fort (not as before; 6th, brig Orison Adams, York, Havana. Sid Jan 29 brig Howard, Rise, N York.

Chenyugous—in port 1 in 2 harks John Bird, Ulmer, for NYork, disg; Undine, Gotton, from St Thomas, wig felt brigs Rivulet. Donnell, for Philadelphia 6 days; Swan, 16g Harriet, do: Florida, wig. Sid 30th, sehr Lucy Whetham, Milton, Philadelphia,

HAVANA—In port Feb 8 ship Ludy Franklin, Smith, for Falmouth, S., ldg; harks Edward Cohen, Holmes, to tend for for Falmouth at 23 5c; Virginia & Estelliua, Wilkins, for Ger Falmouth at 23 5c; Virginia & Estelliua, Wilkins, for Falmouth at 23 5c; Virginia & Estelliua, Wilkins, for Ger Falmouth at 23 5c; Virginia & Estelliua, Wilkins, for Falmouth at 23 5c; Virginia & Estelliua, Wilkins, for Falmouth at 23 5c; Virginia & Estelliua, Wilkins, for Ger Falmouth at 23 5c; Virginia & Estelliua, Wilkins, for Genfuscos to load muservano sugar for Loc damangen for Rows, for Maransso Cardenas to load for Cork and orders; Martha Anna, Balecok, for Boston, 6th brigs Emma Eger, Soubiates, to load sugar for the Canarios at 23 box; Northman, Froat, ldg with an assorted careo for New York at the yound sum of \$1,000; Maria Gage, for Bristol, Rl, Sth; L R Palmer, Park, for Boston, 6th; Fannie Butler, Atwood, wig; and others as before reported.

JAN JUAN (Cuba)—Sid Jan 23 brig Elias Burgess, Snow, Jose, PR—In port sh Jan 16 brigs Hannah Baleb, Pike, from Baltimore, une; Golden Age (16), for NYork; sohr Grey Esgle, of Hoston, for NYork.

St JAGO—Art Jan 25 bark D R De Wolfe (Br), Holmes, NYork.

St JAGO—Art Jan 25 bark D R De Wolfe (Br), Holmes, NYork.

St THOMAS—Art Feb 1 brig Lamplighter, Adams, Calais, Other Roy, Esgle, of Hoston, for Nyork.

St THOMAS—Art Feb 1 brig Rilonal, Worthington,

and Astoria, —, for Baltimore or N York, were loading on the coast.

Home Ports.

BALTIMORE—Below Feb 14 ships Spirit of the Times, Riefn, from Valparaiso; Alexander, Bain, from St Ubes; W Sewell, Small, from Newport; harks Isabella G Jones, Jones, from Norleans; Kirkind, Benthall, trom Rie Janeiro; Starlight, Ryder, from Boston. Cld seasanship Lecute Point, French, NYork, barks Baltimore, Ramsay, Rio Janeiro and a market, B Colcord, Park, Windles.

Janeiro and a market, B Colcord, Park, Windles.

BOSTON—Arr Feb 16 ships Frank Pierce, Loscob, Liverpool Jan II; Jones Wasern, Washburn, NOrleans 20th uit; Alma (new), Freeman Sullivan, Ne; barks Mary H Vose, Crowl, Meastina Ist ult, passed Gibraliar 12th; Native (Br. Crosby, Ardrosan 18th ult; New Empire, Davis, Norleans 20th ult; Tidal Wave, Wilte, Savannah; Evadur (asw. Crowl), Ardrosan 18th ult; New Empire, Davis, Norleans 20th ult; Tidal Wave, Wilte, Savannah; Evadur (asw. Of Boston), Knicht, Robbinaton, Me brig Molunkur, Balley, Havana 18th ult, via Newport; schr Susan, Loring, Nyork, Signal for a ship, a bark and a brig. At Quaraatine, ship Superior, Soule, from Liverpool Jan 4, was towed up from quarantine 18th. Cld ship Cerco Gordo, Mertymae, Havans, bark Antagonist, (of Salum, late of Policam Policams, Moz. Sparks, Juremie; Wm Gregory, Crockett, Nyork, Slautemship Africa, (at about 10½ A4). The following wont down and anchored in the Roads: ships King Loar, Shawmut, and bark Anonimo; where remain ships Dashing Wave, Alert; barks Rienzi, Wastern Soa, and Edmund Dwighthe Loat Russell Schultzer, Pall R RIVER—Arr Feb 12 schr Minerva, McGivess, Balimor.

GLOUEESTER—Arr Feb 12 schr Minerva, McGivess, Balimore.

GLOUCESTER-Arr Feb 11 schr Avondale, Tinker, St GLOUCESTER-Arr Feb 11 schr Avondale, Tinker, St. Marya, Ga.

1.EWES, Del, Feb 13, 12 M—The steamship City of New York, from Boston, which proceeded up the bay yestenday morning, returned to harbor in the afternoon, with a Borm brig in tow. A passenger from the bark Face was landed this morning, who states that nearly all the vessels in the roadstead are more or less injured by the ice. The sohe Rary Dale had her bulwarks stove in, lost bowsprit, and ustained other damage. The stoam-tug America and pilos boat E Turley are alongside the wreaked bark Blytheswood, and Mr Walker's wrecking schr has just gone to render astistance. Theice in the bay is considerably broken, and as the weather is moderate, with a SE wind, the navigation will be open in a day or two.

MOBILE—Arr Feb 7 ship Spartan (Br), Barclay, Grson-ock, hrigs Wetumpka, Kirby, NYork; M& J.C Glimore, Eldridge, Boston, schr Emma Norton, Graham, from Tampico.

Gridge, Boston; schr Emma Norton, Graham, from Tamjiec.

NEW ORLEANS—No arrivals Feb 4 or 5 of consequence.

Arr 6th, ships Shanghae, Given, NYork 23 days; Noethers
Chief, Young, Boston 23 days; sehrs Narraganset, Hall, Sch
Thomas Jan 15: Rescue, Bacon, NYork.

Cit 3th, ships Bannockburn (Br., Bruce, Liverpool; Maria,
Green, Rio de Januiro; Fanny Foatlok, Grabtree, NYork;
barks Rambler, Packard; Georges, Maquire; Rhoss, Moore,
and Virginia, Thurlow, NYork, Horace, Carver, Charlesten;
brig Margarita (Span), Guerrero, Maiaga; 6th, ship Kate
Howe, Norcoss, Marcellies; barks Æolus (Brem), Lubbia,
London; David Kimball, Amos, Baltimore; Ann, Cobb, New
York. Arr 7th, ship Sentinel (new), Soule, Portland 26 days; sohr Mary Eddy, Cole, NYork 25 (1d ships Franklin King, Bor-land, Liverpool! Norman, Helman, Barton, barton Marian

land, Liverpool; Norman, Holmes, Boston; barks Murillo, Underwood, Beston; Isane R Davis, Hand. Phtfadelphia; Bessell (Brem), Haesloop, Bremen; sehrs Othello (Swed), Wiman, Gothenberg; G H Montague, Butler, Haran.
Towed to sea 28th, ship. John Bannerman; 30th, Milton, Belle Wood: 2d inst, Heber, S Glover, Thaiatta, Try; 4th, Modern Times, Currituck.
NEW PORT—Feb 18, 6 PM—Arrachr Imogene, Ruggles, Molie for Previdence, and sailed, together with brig Molankus, Bailey (from Havans), for Boston, in tow of steamer Eagle's Wing. Bailey (from Havana), for Boston, in tow of steamer Eagle's Wing.

Art 14th brigs Shackford, Dolan, Alexandris for Boston;
New Globe, Brookins, Virginia for de; sehr Frances Hatch,
Springfield, Tobasco for do (and all remained 6 P M, with
other;)

NEW LONDON—Art Feb 13 propellers J N Harris, Smith,
and Shetucket, Goer, N York.

NORFOLK—Art Feb 12 Br bark Cabaiga, Kenny, N York.
Cld acht Miranda, Rowe, Cardenss.

PORTLAND—Below Feb 13 hark St Jago, Fogg, N York,
at anchor. Sid-schr Pilot Fish, Donnell, Caba.

PROVIDENCE—Art Feb 13 sloop Win H Bowen, Hallock,
N York via Bristol. Sid schr Sea Gull, Howland, Baltimore.

Arr 14th schrs Imogene (of NYork), Ruggles, Meblie; Wild Arr 14th schrs Imogene (of NYork), Ruggles, Meblie; Wild Arr 14th schrs Imogene (of NYork), Ruggles, Meblie; Wild Arr 14th schrs 14th schroll 15th, 15th respectively. SAN FRANCISCO—Sld Jan 17 Fr ship St Joseph, Canalia, Hong Kong; 18th Kouluiu; 20th, ship Challett, Kong, Kong, bark Jane A Falkinburg, Palkinger, Kenny, Hong Kong; bark Jane A Falkinburg, Palkinger, Kong, Melaramis (Ham), Adams, Callac; 33d, brig Dadley, Staples, Valgaraise.

SEATTLE (Puget Sound)—In port Jan 17 ship Nile, Mitchell, from Honolini, ar Duc 25, to load for do; brigs Franklin Adams, Collins, ldg coal and lumber for do.

ADVERTISEMENTS RENEWED EVERY DAY HORSES, CARRIAGES, &C.

TOR SALE—AN ELEGANT AND COMPLETE ESTABlishment for a small family, consisting of one of
the most valuable and best broken horses in the city; ac
city made coupe rockawy, a set of heavily plated harness, dress blankets, sheets, &c.; also, one new top wagon and light harness, suitable for the same horse,
which is fast when on the road. These articles were all
made to order for this horse by the best workmen is
New York. They will be sold low according to their
value. Apply at P. Fagan's stable, 86 West Twentysecond street.

H OFSE WANTED-OR HORSE AND WAGONS-A good sized horse, of good action, for which a good trade will be given. Apply to MARTIN PHILBIN, at stables No. 69 West Twenty third street, before 10 o'clock A. M., or at 128 Division street.

H ORSE, CART, HARNESS, AND A GOOD RUN OF enatom for sale. Apply immediately at drug store No. 112 Cherry street.

WANTED—TO PURCHASE, A PAIR OF HORSES, say from 14 to 15 hands high, stylish drivers and fast. Any one having the above for sale can find a cash customer by addressing A. B., box 766 Post Office, giving description, price, &c.

TO MARBLE BOSSES -- WANTED, EMPLOYMENT BY a steady man at mantels or monument work, also letter cutting. The best of reference as to capability and solviety can be given. The country preferred. Address A. W. box 137 Herald office. WANTED—A GARDENER, A MAN OF ABOUT 40 years of age, unmarried, to take charge of one acre and two horses, on Long Island, three miles from the ferry. He must be a Protestant and well recommended. Apply at 242 South street, over the blacksmith's shop.

WANTED-A FIRST RATE CARRIAGE PAINTER, TO W go in the country, and paint from 25 to 50 beg gy wagons: also, a light body builder. The subscriber will be seen at Charles Bouton's stora, No. 67 Bowery, on February 16th, from 12 until 2 o'clock. JOHN T. VAN SCHAICK.

GREAT GATHERING OF SPIRITUALISTS AND ofters, at the Broadway Tabernacie, on Friday evening, the 16th inst., at 716 o'clock, on which occasion the Hon, N. P. Tallmadge, the Rev. T. D. Harris and Judge Edmonda, will speak. The public are tartied to attend. Admission free.